DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
NORTHERN CALIFORNIA TERMINAL RADAR APPROACH CONTROL (NCT)
11375 Douglas Road
Mather, CA 95655

ISSUED: April 20, 2005 **EFFECTIVE: June 3, 2005**

NORTHERN CALIFORNIA TRACON LETTER TO AIRMEN NO. NCT 05-06

SUBJECT: Special Air Traffic Procedures for the 48th Annual West Coast Antique Fly-In at Merced Airport, California.

CANCELLATION: June 5, 2005

This letter is to inform all users that due to anticipation of the large number of aircraft operating to and from Merced Airport during the West Coast Antique Fly-In, June 3 thru June 5, 2005, the following procedures will be used to enhance safety and minimize air traffic delays:

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Runway/Airport Closures

Merced Airport will close for several hours on Saturday and Sunday to accommodate air show activities. Check local NOTAMS for times.

Airport Delays

Due to aircraft demonstrations and fly-by activities associated with this event, other aircraft operations may be delayed. Pilots should plan accordingly.

Merced Area Frequencies

Merced Tower	126.4
Merced Ground Control	121.05
Rancho Radio (AFSS)	122.3
Merced Airport ASOS	132.175
NORCAL Approach Frequency	120.95
HYP VOR	114.2

Helpful Hints

Do not make unnecessary radio transmissions.
Do not stop on runways; expeditious clearing of the runway is essential.
Observe and comply with all orange vested ground marshal instructions.
Do not stand on, near or walk across runways or taxiways.

Arrivals

Remain clear of the class D surface area until entering on a forty-five west of the airport. Check the ASOS. Unless initiated by Merced Tower, no straight in or base pattern entries will be authorized. On initial contact advise you have the numbers. Expect to follow the aircraft ahead all the way to the runway. Expect landing clearance on short final. Weather permitting, IFR aircraft should expect a visual approach.

Traffic Patterns

Runway 12: Expect Right Traffic. Report mid-field downwind unless otherwise instructed.
Runway 30: Expect Left Traffic. Report mid-field downwind unless otherwise instructed.

Tower may issue instructions and clearances using either your call sign or your aircraft type and color.

Unless otherwise instructed plan landing so as to exit the runway as soon as possible on a hard surface. If traffic is too close behind, you may be instructed to land long. All landing traffic must remain alert for possible radio or light signal go-around from the tower.

After Touchdown

All aircraft should continue moving until well clear of the runway, as there will be aircraft clearing behind you.

Reduced Arrival and Departure Runway Separation Standards

A waiver has been issued that reduces arrival and departure separation standards for category 1 and 2 aircraft (primarily single and light twin engine aircraft). The allowed separation may be as little as 1,500 feet for your type of aircraft. It is important for safety that you not stop on the runway unless instructed to do so by the tower.

No Radio (NORDO) Aircraft

It is imperative that pilots of NORDO aircraft check NOTAMs for airport closure times to prevent arrival during aerobatic demonstrations. All pilots of non-radio equipped aircraft shall use a standard traffic pattern entry. When approaching Merced Airport, be alert for traffic. Position yourself to follow an aircraft inbound to the airport. When you reach mid-field downwind begin rocking your wings for approximately 10 seconds. Watch the control tower for a light signal. If no signal is observed, ensure adequate spacing with the proceeding aircraft and land. If a red light is observed from the tower, non-radio aircraft should depart the pattern by over flying the airport and re-enter the traffic pattern. Be extremely alert for numerous aircraft operating in the vicinity of Merced Airport.

VFR Holding

During heavy traffic volume, it may become necessary to instruct aircraft to delay outside the traffic pattern. You will be given a direction from the airport to hold and an anticipated length of delay. Pilots are urged to maintain maximum vigilance as there will likely be other aircraft delaying in your vicinity.

Departure Procedures

All aircraft able to do so should monitor the Merced ASOS. VFR departures should **monitor** (but do not call at this point) ground control frequency before starting taxi. However, **contact Merced Ground Control prior to entering the parallel taxiway**. On initial contact, advise ground control which color entry/exit point you are near (e.g."Merced ground, N12345, at Blue, taxi"). When you are approaching number one for departure change to Merced Tower frequency 126.4, advise them when you are number one. Intersection departures should advise tower at which intersection they are holding ("N12345 ready runway three zero, intersection departure at delta"). After

departure, fly straight out until clear of class D surface area. If you want flight following, contact NORCAL Approach on 120.95 after you are clear of the surface area.

IFR Traffic

Due to the expected increase in the volume of traffic generated by the Antique Fly-In, some delays may be encountered for IFR aircraft arriving and departing Merced Airport.

IFR Arrival Procedures

Be prepared to discontinue your approach and enter a VFR traffic pattern for landing sequence. When the ceiling and visibility at Merced is at or above 3,000 feet and 5 miles, expect to be vectored to airport for a visual approach. Be extremely alert for a high volume of traffic with a wide variance of performance characteristics operating in the vicinity of Merced.

IFR Departure Procedures

File your IFR Flight Plan at least one hour before departure. IFR flight plans, which have not been used within 90 minutes of the proposed departure time, will be dropped from the system. Contact Merced Ground on 121.05. **Do not taxi** until you have received your IFR clearance. When you have completed your run-up and are ready for departure, advise **Ground Control** that you are ready for IFR release. Once your IFR release has been obtained Ground control will advise you to contact Merced Tower. Do not block access to the runway until Ground Control advises you to contact the tower.

Flight Service Station Information

Complete pilot briefing and flight-planning services will be provided 24 hours daily through the Rancho Murieta Automated Flight Service Station. These services are available by calling Rancho Murieta AFSS at 1-800-992-7433 (1-800-WX-BRIEF).

Inbound VFR Flight Plans to Merced Airport

Pilots are requested to add an additional 30 minutes to their ETE to allow for unexpected delays. Pilots are also encouraged to ensure the color of their aircraft is included in the remarks section of their VFR flight plans.
Due to the large number of aircraft expected, it maybe a good idea to close your VFR flight plan while approaching the airport as parking delays may be encountered.

To close flight plans, arrivals can use FSS frequency 122.05 or 122.3. Please advise Rancho Radio which frequency you are listening to and provide your complete call sign. Due to frequency congestion, air files and full-route weather briefings are discouraged between 6 am and 7 pm local on Rancho Murieta AFSS frequencies. **Remember to close your flight plan.**

Special Requests, Questions, and Comments

If you have any requests, questions or comments, please contact Tom Morehouse at NORCAL TRACON. Phone 916-366-4048, or e-mail thomas.morehouse@faa.gov.

Signed

Dawna J. Vicars
Air Traffic Manager
Northern California Terminal Radar
Approach Control

Runway 30R